


FEASIBILITY STUDY

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High Point, Intermediate Loop from
North Main Street to College Drive,
Guilford County, U-2536

Prepared by
Planning and Environmental Branch
Division of Highways
N. C. Department of Transportation

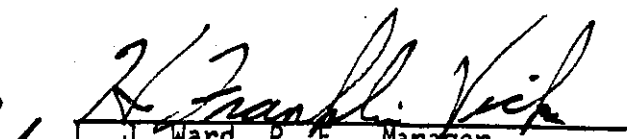


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9/24/98
Date


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HIGH POINT, INTERMEDIATE LOOP FROM
NORTH MAIN STREET TO COLLEGE DRIVE,
GUILFORD COUNTY U-2536

I DESCRIPTION

This report covers a preliminary study of a loop facility in the northern High Point area (see Figure 1). This project is included in the 1988-1996 Transportation Improvement Program for feasibility study and/or right-of-way protection. It is not currently funded.

II PURPOSE OF PROJECT

Existing Conditions

The intermediate loop is designated a proposed major thoroughfare in the mutually adopted High Point Urban Area Thoroughfare Plan (see Figure 2). It would function as a circumferential route around the northeast part of High Point.

The project extends northwesterly from Montleiu Avenue to North Main Street, a distance of approximately 2.8 miles. It utilizes a 0.6 mile portion of College Drive between Montleiu Avenue and Lexington Avenue, and a 0.2 mile portion of Sunview Avenue which intersects Old Winston Road. The project crosses Centennial Street, NC 68 (Eastchester Drive) and Johnson Street providing a direct link to these important radials.

College Drive, south of Montleiu Avenue has four 12-foot lanes with outside curbing and a 22-foot raised median. North of Montleiu Avenue, College Drive has five 12-foot lanes with outside curbing and a 10-foot raised median for a short distance and then transitions to a 36-foot face to face of curbs section on the remaining length to Lexington Avenue. From Lexington Avenue to North Main Street the project is on new location except for the 2-lane section of Sunview Avenue.

The land use in the vicinity of the loop is mostly residential with the exception of High Point College at Montleiu Avenue and strip commercial development along North Main Street at the end of the project.

Traffic on North Main Street currently ranges from 21,000 vehicles per day (VPD) to 25,000 VPD. Lexington Avenue has traffic ranging from 10,000 to 14,600 VPD. It is estimated in the year 2010 the loop facility will convey 25,000 VPD.

The project has strong local support and is High Point's number one priority project. A preliminary design for the Intermediate Loop has been prepared by the City of High Point on 1 inch = 200-feet planimetric sheets. Parcels of right-of-way which have been dedicated to the city are indicated.

III NEED FOR PROJECT

The intermediate loop will provide circulation for traffic in the downtown area and residential areas north of the central business district. The loop will also provide relief for traffic on North Main Street, Lexington Avenue and Montleiu Avenue by providing an alternate route.

IV RECOMMENDATIONS AND COSTS

The recommended cross section for the Intermediate Loop is a 5-lane 64-foot curb and gutter section. This cross section is consistent with the anticipated traffic volumes and function of the proposed facility. The existing section of College Drive between Montleiu Avenue and Lexington Avenue and Sunview Avenue should be widened to provide the recommended 64-foot curb and gutter section. Widening to the west is recommended on College Drive and to the north on Sunview Avenue to minimize property damage. A median cross section was considered but not recommended due to the higher right of way cost.

Estimated right of way width used for cost estimating purposes is 90-feet.

The estimated cost of the Intermediate Loop as recommended is:

<u>Construction Cost</u>	<u>Right-of-Way Cost</u>	<u>Total Cost</u>
\$ 5,700,000	\$7,400,000	\$13,100,000

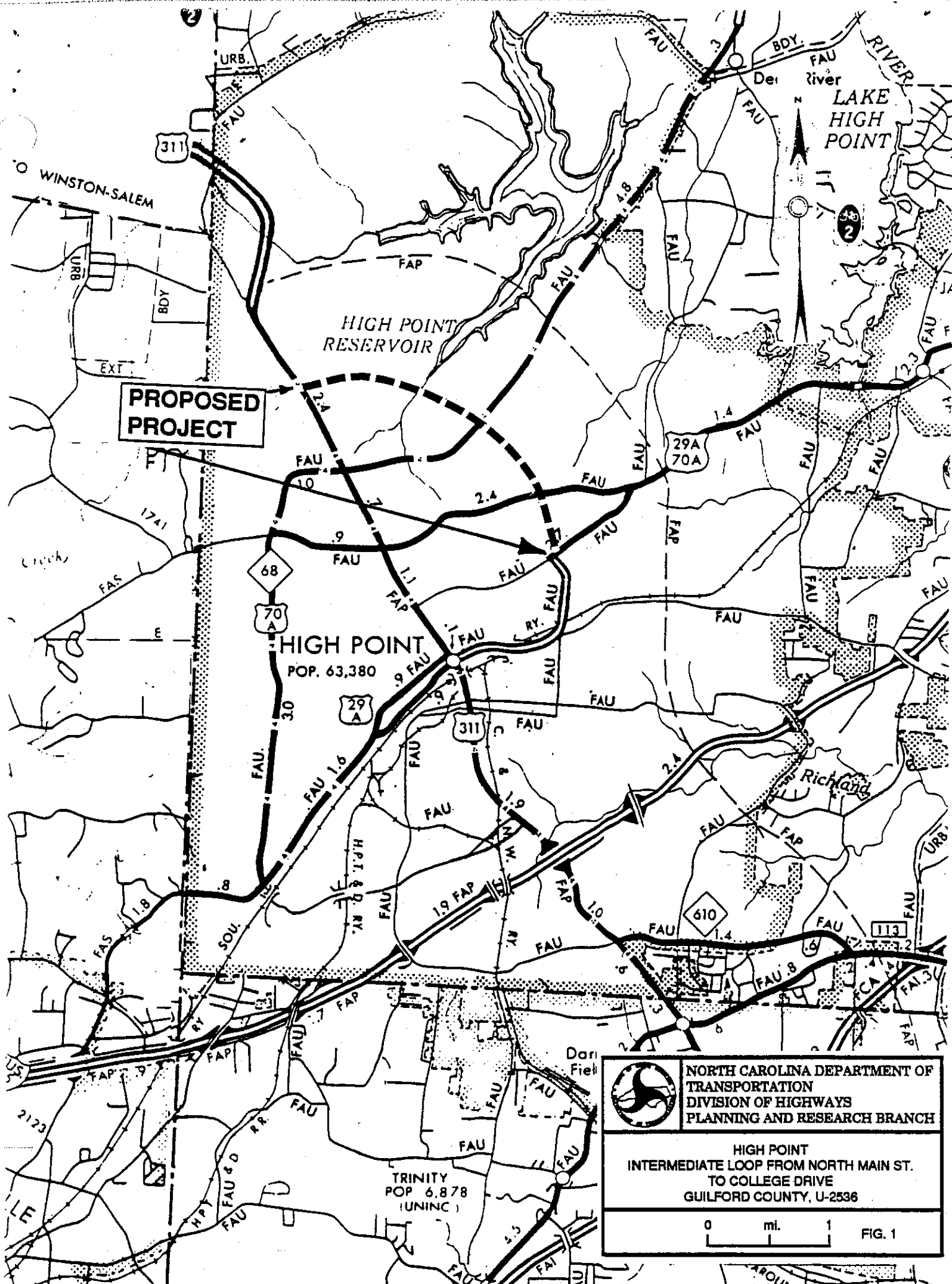
The construction cost includes engineering and contingencies, and the right of way cost includes relocation, acquisition and utility costs. Cost estimates were prepared by the Preliminary Estimate Engineer and the Right of Way Branch.

V ENVIRONMENTAL IMPACTS

The alignment would affect some wetlands between North Centennial Street and Eastchester Drive which follows a creek in that vicinity. The alignment also crosses city owned lake property between Eastchester Drive and Johnson Street, which lies in the city watershed. Other possible negative impacts of this project: loss of woodlands, the relocation of 20 residences which are primarily located along Sunview Avenue, and potential noise increase for nearby residential development.

VI FUTURE ACTIVITIES


If the project is to be implemented at a future date, all feasible alternatives and their associated impacts will need to be evaluated in a planning and environmental document prior to that time, and a final decision made as to the most appropriate improvement.



PROPOSED PROJECT

HIGH POINT
POP. 63,380

TRINITY
POP. 6,878
(UNINC)

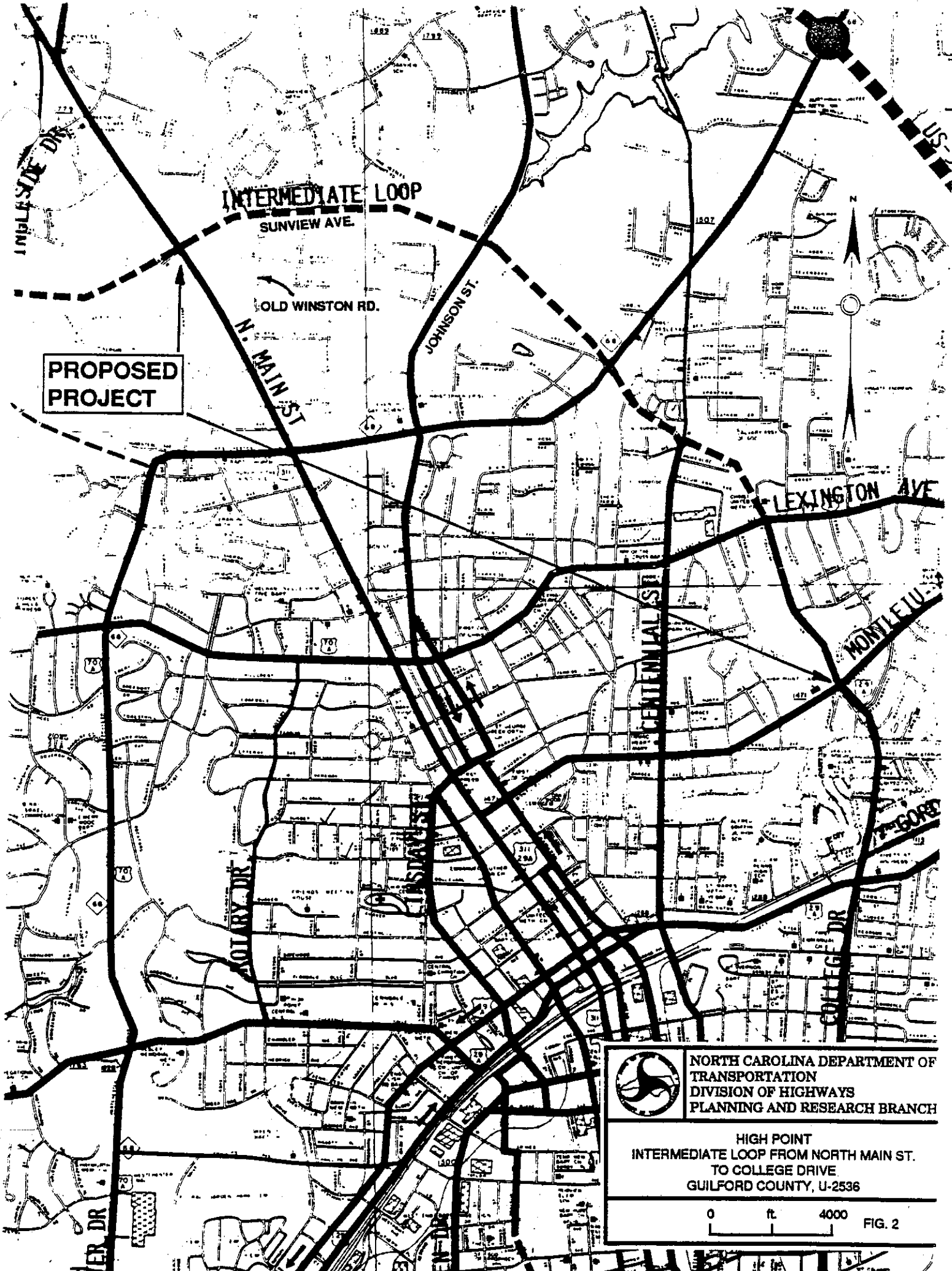


**NORTH CAROLINA DEPARTMENT OF
TRANSPORTATION
DIVISION OF HIGHWAYS
PLANNING AND RESEARCH BRANCH**

**HIGH POINT
INTERMEDIATE LOOP FROM NORTH MAIN ST.
TO COLLEGE DRIVE
GUILFORD COUNTY, U-2536**

0 1 2
mi.

FIG. 1



PROPOSED
PROJECT

INTERMEDIATE LOOP
SUNVIEW AVE.

OLD WINSTON RD.

N. MAIN ST

JOHNSON ST.

LEXINGTON AVE

CENTENNIAL ST

MONTELU-
COLLEGE DR



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0 ft 4000

FIG. 2